Noise and Vibration

Increased noise and vibration would occur during construction and operation of the proposed export terminal and from increased rail and vessel traffic.

The study analyzed:

- Increased noise and vibration from the proposed export terminal's construction and operation, and from rail and vessel traffic.

The study found:

- Construction - Noise levels during pile-driving would exceed noise standards at one residence near the project areas.
  Construction would not cause vibration impacts.
- Operations – Operation of the proposed export terminal would cause increased noise and vibration near the project areas. Noise levels would exceed standards at one residence near the On-Site Alternative project area and two residences near the Off-Site Alternative project area. Operations would not cause vibration impacts.
- Rail, Vehicle, and Vessel Traffic - Increased train traffic would increase noise levels, mainly from train horns for public safety. Sixty homes would be exposed to severe noise impacts and 229 homes would be exposed to moderate noise impacts. Noise from increased vehicle and vessel traffic would not result in noise impacts.

The study predicts residences within these areas will experience noise impacts from proposed project-related rail traffic

What could be done to reduce impacts?

- Create a Quiet Zone for rail crossings on the Reynolds Lead. Train horns would not be required in a Quiet Zone as long as safety requirements are met.
- Monitor noise during operations at the two homes nearest the project area and take actions to reduce noise if necessary.
- Conduct a sound reduction study to identify ways to mitigate noise impacts if a Quiet Zone on the Reynolds Lead is not approved and implemented.